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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

CD NO.

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 5 June 1950

SUBJECT Aircraft Engine Plant No. 500 in Moscow-Tushino

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(LISTED BELOW)SUPPLEMENT TO  
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1. Plant installations :

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The factory is comprised of 10 workshops, a boiler house, ☐ 25X1  
 plant also. However, there is at least an open-air transformer  
 station.

2. Official designation :

Zavod 500; the plant was called this in the PW camp and in town  
 also.

3. Management :

No details available. The German engineers previously employed  
 at the plant were said to have been transferred to an unidentified  
 location in the Ural Mts. In the camp it was said that these German  
 engineers had been satisfied with living conditions in Tushino and  
 were not pleased with their transfer.

4. Work force :

The bulk of the work force were women; work was done in three shifts.

5. Miscellaneous observations :

a. The test stand was behind the PW camp, separated from it only  
 by a board fence. The noise of running engines was continually heard  
 from this test stand. There was usually a 30-minute pause after every  
 hour. The engines ran at maximum speed for 5 to 10 minutes.

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Four to five heavily guarded trucks arrived at the test stand every day. [redacted] they always brought a large object covered with a tarpaulin, returning with another one. Some [redacted] believed that the trucked objects were piston-powered aircraft engines, others assumed them to be turbo-jet engines. The produced engines were presumably shipped by rail. Detailed observations were not made by source.

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[redacted] two objects which he saw on the scrap heap :

(1) An iron cog wheel (see Annex, sketch 1), about 50 lying close together. The cog wheels had an outer diameter of about 40 cm, a bore of 10 to 12 cm, and a thickness of 7 to 8 cm; they were bevel-shaped, at the teeth about 3.5 cm and at the outer rim about 2.5 cm wide; the length was 4 cm. A striking feature of the individual teeth were indentations 2mm deep and wide and about 4mm apart. (See Annex, sketch 1).

(2) The other object was a hollow cylinder made of sheet steel 3 to 4 mm thick. Ten of these cylinders were seen on the scrap heap. The cylinder had a diameter of about 50 cm. A hollow cone projected from it as shown in the attached sketch. The cone was fastened to the cylinder by five or six struts. The cylinder itself was part of an object which could not be recalled clearly.

c. Special packing boxes for the shipping of the produced engines were manufactured in the carpenter shop of the camp. Five transport frames were completed every day. The bottom of the boxes was slightly larger than two square meters; it was carefully protected against humidity.

Comment :

a. The report confirms the production of piston-powered engines in Zavod 500. The assumption that conventional engines were concerned is supported by the short periods during which the engines were run at maximum speed. [redacted]

b. The individual parts reproduced in the attached sketches cannot be identified; perhaps they have nothing to do with the aircraft engine produced in the plant. The work piece shown in sketch 1 may be a conveyor wheel, the work piece of sketch 2 a muffler for exhaust gases at the test stand.

1 Annex : Work Pieces Observed at Aircraft Engine Plant No. 500 in Moscow Tushino.

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